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A Comprehensive and Complete
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NEWS OF THE FAR EAST
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HONGKONG WEEKLY
PRESS,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

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Hongkong, 8th March, 1907. 42

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FIRING 10 SHOTS in 2 SECONDS.
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Hongkong, 13th March, 1907. 533

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Hongkong, 4th March, 1907. 81

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Hongkong, 9th May, 1907. 547

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Hongkong, 27th November, 1907.

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Hongkong, 27th April, 1908.

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THE HONGKONG DISPENSARY,
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Hongkong, 30th April, 1908. 29

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The Daily Press.

HONGKONG, MAY 12TH, 1908

Since the death of Lord PALMERSTON in 1865, no prime minister seems to have found himself in the same predicament as Mr. Asquith, as regarding for his continuance in office on the abstention of the regular opposition of the day. When on his accession to office in December 1905, Sir H. CAMPBELL-BANNERMAN made his frantic appeal to all the elements of disruption, wise men then saw that he was raising up against himself a Frankenstein, which would ever long bring about his own destruction. The enormous clear majority of 104, which he apparently possessed over Unionists and Irish Separatists combined, was, it was seen, a source rather of weakness than strength—a fact patent enough to ordinary statesmen, but to which the new Premier persistently closed his eyes; and, which showed but too plainly that he had already lost the command of the Liberal Party, and was being drawn by his dangerous associates into the Maelstrom of anarchy. Accordingly when his evil-smelling Education Bill was so amended as to be incapable of recognition by its own parents, he was forced by the tail-biting him to declare war against the House of Lords, and his now found revolutionary zeal carried him so far that the muzzling of the House of Lords an integral part of the constitution was actually lugged into the King's Speech. Encouraged by these evidences of the incapacity of the Premier to preserve any show of order unless by yielding to the most turbulent of his fighting tail in the House, it was no wonder that the Socialist

party, which now for the first time had commenced to be an acknowledged section of the House of Commons, was encouraged to openly ventilate there its peculiar tenets. How its leaders would have fared at the hands of Sir H. CAMPBELL-BANNERMAN, with whom ever prevailed the policy of yielding to the clamour of his tail, and whose motto might well have been *fictio quoniam consilium*, must now remain for ever an enigma, but his lieutenant, Mr. Asquith, on whose shoulders now rested the responsibility, was enough of a statesman to stand in the breach, and for ever incur the unyielding hatred of this section of the so-called Liberal Party. Similarly unable to follow in their entirety the wild Irish separatist views of Mr. REDMOND with regard to permitting that integral part of the Kingdom to drop out of her allegiance, and become the hunting ground for Continental exploiters, Mr. Asquith, who is beginning to feel that he has already ventured beyond his depth into troubled seas, has found himself compelled to call a halt before he becomes himself entangled in the meshes of sedition;—and thus is being held to scorn by the Irish followers of Mr. REDMOND, who, having no fear of responsibility before their eyes, are prepared to follow any mad chimaera at the call of their leader. Unfortunately for himself, Mr. Asquith lacks the bourgeois bonhomie of his former Chief which had enabled the latter to plunge with a light heart into any quixotic scheme, provided its object were only the destruction of another constitutional landmark; and so commits the (in Radical eyes) mortal sin of pausing to consider consequences before taking the final and irrevocable plunge into outer darkness. Mr. Asquith, in fact, has a somewhat tender feeling of responsibility, which often awakes him in the night watches, and this it is that has evidently cooled the once fervent love of his ultra-radical supporters.

That this is no fanciful fear—he a lawyer accustomed to closely sift the evidence of the trivial occurrences of daily life—can no longer doubt. Each election, no matter what the position or aims of the constituency, has declared against him, and the last, that of Wolverhampton E., though it did not exclude his nomination, has been the unkindest of all, inasmuch as instead of carrying the seat by a majority of 2800, he has just managed to retain it by a miserable 8. On the other side the Unionist party, thoroughly aroused to the destruction that a premature dissolution, while the country is in an unsettled mind, might be expected to entail, are quite prepared to sink all personal ambitions and considerations rather than that, through any fault on their side, fresh dangers should be permitted to arise. It was thus that Mr. HALDANE'S Army scheme was by the entire party excluded from the ranks of party questions, and made to depend on its intrinsic merits; and it is thus again that within the last few days a new scheme for the improvement of University Education in Ireland has likewise, instead of being side-tracked off the track from mere party jealousies, been frankly accepted in principle as the basis of future legislation. This is all the more noteworthy that the bill has been introduced by Mr. BILLIETT who in his Education act last year proved himself so unyielding that no compromise could be effected, and owing to the back pressure from his extreme allies, a really dangerous constitutional crisis was evolved; which at one time seemed likely to lead to something very like armed revolution.

It was in the same spirit that Lord LANSDOWNE, though administering a well deserved castigation for his folly, was able to extricate Lord Tweedmouth from the worst consequences of his treatment of the letter received by him from the German Emperor—the outcome of which has apparently been, that in the scheme of reconstruction necessitated by the death of Sir HENRY CAMPBELL-BANNERMAN, Lord TWEEDMOUTH has been scrupulously left out in the cold. In the case of Lord PALMERSTON'S last ministry, it had succeeded the short-lived administration of Lord DEER, which had come in as a protest against the perpetual restlessness of previous Ministry, who looked upon the Constitution with similar eyes to BUTLER'S arch fanatic, who would have it—

That Religion was intended For nothing better than being mended. Opinion was, however, so divided in the House that neither Lord DEER nor Lord PALMERSTON could count on an absolute majority, so the Conservative party thought that the country would be best served by uniting to keep Lord PALMERSTON in office under the distinct understanding that no radical changes were to be attempted during his tenure. Of course Lord PALMERSTON, in heart a Tory of tories, was only too pleased to concur in the arrangement, which saved

him from the pressing attention of his restless colleagues—then as now bent on the extinction of the realm under their quack measures of uncalled for “reform.” History repeats itself, and the itching after change which had afflicted as with a cancer the democracies of old Greece, and caused their disappearance off the face of the earth, had broken out in England, till the country grew tired of it all, and welcomed the new arrangement. So for the remainder of Lord PALMERSTON'S life the land had rest and happiness, till evil times once more returned, though temporarily cured, under the feeble guidance of Sir H. CAMPBELL-BANNERMAN—and being momentarily made more virulent owing to the ostensible leader being His Majesty's First Minister, the disease broke out afresh, and threatened to lead to still worse disorder. It was the late awakening to the dangers of the situation, that at last convinced the wiser of His Majesty's Ministers that something had to be done quickly, which resulted in Mr. Asquith's refusal to accompany any further his uneasy colleagues. Of course we may be unkind enough to hint that the fact that each recurring bye election proving hostile to the administration had something to say to the change of front. Still Sir HENRY CAMPBELL-BANNERMAN on succeeding to office did recognise the fact, and as the heart of the country is pretty well tired of mere Party Government, and only desires to be permitted to rest, it is not needful to pursue the subject further. It is perhaps as well that the itch demon should be laid to rest without any more upraising of party hates and dissensions between inns and outs. There are few who would not rejoice if His Majesty's Ministers should open the next session of parliament with the announcement that no political measures were intended to be introduced; and that legislation would be strictly confined to matters social and economic, entirely outside questions of party.

Mr. A. Segawa has been appointed Consul for Japan at Amoy, his predecessor, Mr. Ueno, having been transferred to Canton.

The boycott promoter, Chan Wai Po, is at present in Hongkong. He is the Chairman of the Self-Government Society of Canton and is accompanied by several members of the Society.

Last week there were 49 plague cases, with 38 fatalities. By noon yesterday ten more had been notified, making the totals at date 192 cases, 169 deaths. There were 15 cases of smallpox (12 fatal) during the week.

At the Marine Court yesterday the Hon. Commander Taylor, R.N. (Harbour Master), ordered the execution of a steam launch to pay a fine of \$10 or go to prison for five weeks with hard labour for disregarding the rules of the road while in the waters of the Harbour.

The return of visitors to the City Hall Library and Museum for the week ending the 10th May, 1908, shows that of non-Chinese there were 326 to the Library and 145 to the Museum and of Chinese 146 to the former and 259 to the latter. The Library was therefore used by 472 persons and the Museum by 2697.

Estimating the winner of the Shanghai Derby is to be sold by auction at the Shanghai Horse Bazaar to-day. Any prospective purchasers in Hongkong will find the telegraphic address of the Horse Bazaar and other information in the advertisement, which appears in another column.

The report of the Union Church states that the organ has been put into thoroughly good condition at a cost of \$1,200 and the question of a new organ will be postponed for a considerable period. The report comments on the financial aspect of the church, which leaves much to be desired, the rent rents being \$349.50 less than last year and the weekly offerings are used by \$345.75.

Two soldiers belonging to the Middlesex Regiment were brought before Mr. Wood at the Magistrate yesterday and fined \$2 each for refusing to pay tram fare. Their explanation was that they had boarded a tram at the Naval Canteen and paid the full fare to Shanks' Canteen where they had to get on another tram at Cansway Bay and when the conductor demanded their fare they refused to pay.

The mystery surrounding the tragedy at Butterfield and Swire's office last month when a boy was found stabbed in the abdomen and died a few minutes afterwards has not yet been cleared. A coolie was arrested and charged with being concerned in the death of this boy but he was discharged. Now the Magistrate has ordered an inquiry into the circumstances touching the death of this boy whose name was Chu Kun. It will be held this morning at the Magistracy.

The Crown Agents for the Colonies announce that the bonds of the Straits Settlements Government four per cent. five-year convertible bond loan are ready for delivery in exchange for the scrip certificates. The scrip must be left at 1, Tokenhouse-buildings, E.C., three days for examination prior to the issue of the bonds. It is essential that the exchange should be effected through a bank or other agent in London, as the Crown Agents cannot in any circumstances undertake to forward the documents through the post. Holders of scrip certificates are reminded that they have the option until May 14 of converting their holding into Straits Settlements three-and-a-half per cent. Inscribed stock at the rate of 2105 of stock for each £100 converted.

Captain T. E. Cooker, who for the last five years has been Deputy Commissioner of the Kowloon Customs, is shortly leaving on transfer to Foochow.

It is reported that an electric railway is to be constructed in North Formosa, from Dalitai to Tamsui. The original intention was to begin work this year, but now it is thought the earliest will be next year.

On Sunday an exciting scene was witnessed in Queen's Road. A mafou was driving a pony and carriage, in which were seated four Chinese ladies, and near Arsenal Street he encountered a truck drawn by four coolies. The driver shouted to the coolies to get out of the way and they, becoming alarmed when they found the vehicle almost upon them, let go the shafts which shot upwards. One caught the approaching animal in the breast and penetrated for some little way. The pony bolted for about 70 yards more, then it dropped and expired in a few minutes.

On the 20th April the last link of the railway between North and South Formosa was joined. Now trains can run right through from Takow to Keelung, if desired. A considerable saving of time is thereby secured. From Samobeho (Samboho) on the north of the Tai-an river to Koroton on the south of the Tai-kai river is a distance of nearly 15 miles. On that short piece of railroad there are no fewer than nine tunnels costing Y1,837,542, and four bridges which have been constructed at an expenditure of Y1,821,440. Besides this, the building of that part of the railway cost Y358,209; then the sum of Y210,480 was spent in the purchase of rails and other material, and Y293,823 in the carriage of same. These items, plus a few anomalies bring the whole up to the grand total of Y4,360,892. It will thus be seen that this part of the line cost on an average Y289,856 per mile.

The Chinese General Customs Bureau has issued instruction to Customs-houses in all parts of China, reminding them that the importation of copper without Government permission is strictly prohibited, it having been arranged with the Japanese Government that the shipment of copper to China should not be allowed by the Japanese Customs authorities before notification of such shipment has been given to the Chinese Government. Lately the value of copper coins has heavily depreciated in all parts of China, especially in Peking, to the great detriment of the currency system. The state of things is regarded as due to the fact that copper has been freely imported to make counterfeited coins. The Customs authorities are therefore instructed to exercise all their energies in putting a stop to the smuggling of copper.

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HOME AND CHINA AFFAIRS.
(FROM OUR CORRESPONDENT.)

London, April 9th.

There was only a small audience at the Carlton Hall on Thursday night when the China Society had a lecture by Mr. L. Crammer Byng on the Golden Age of Chinese Poetry. Those who did attend, however, were rewarded by a very interesting evening. Mr. C. E. Allen, himself an authority on the subject under discussion, was in the chair and performed his duties with distinction, even dropping into rhyme of an original sort towards the end of the proceedings. In opening the meeting he commented on the difficulty of translating any national poems without robbing them of their beauty. Mr. Byng contrasted the early ballads of the Chinese and those of Western nations, for whereas those of Europe were of war and violence those of China were all for peace. Passing to the Odes he quoted Confucius as saying that a man who had not studied the Odes was like one who stood with his face to the wall. The Odes were full of imagination and pathos. Buddhism began to flourish in the Han dynasty, softening the shades of poetry. He pointed out that Chinese poetry was usually very short and often consisted of only four lines but in that compass was enclosed a world of meaning. Dealing in turn with some of the principal poets, Mr. Byng referred to Kao Shih, who inclined to the occult and was a great impressionist, his poems being esoteric to fill the impressionistic reader with terror. His principal work was 'Impressions of a traveller' and most of his work showed that he was impressed throughout with the vast shadow of the past. Tu Fu was a painter as well as a poet, and his poems were remarkable for the realistic word-pictures they contained. Li Po, who was thrown into prison at sixty years of age, showed a strange warmth of sentiment for a Chinese writer and more of the world spirit than all the others put together. Po-lin, who lived to a peaceful old age was closer to the Western idea than any Chinese poet, especially was he distinguished for the spirit of romance, which was ill defined in other Chinese poetry. Accordingly, he devoted much of his attention to the praise of the sanctity of the home, love, marriage and family life. Lastly, the quiet reposeful spirit in the writings of Su-kung Tu was commented upon, and several specimens of Chinese poetry were given to demonstrate their various qualities. Sir Walter Hillier in the subsequent discussion, rather took exception to the view that translating poetry from the original tongue necessarily dissipates its beauty to the thin air. After the Chairman had given a specimen of what the park notices would be like if issued in London in rhyme, as was done in China in many cases, to the great amusement of the audience, Mr. George Jamison moved a vote of thanks to the Chairman and lecturer, which was cordially adopted. Next month the annual dinner of the Society will be held at the Trocadero Restaurant.

ADMIRAL LUARD.

Admiral Sir William Gurnham Luard, K.C.B., of China, war fame, celebrated his 75th birthday and his golden wedding on Tuesday at Witham Lodge, Essex. The gallant Admiral and Lady Luard are both natives of Witham, and are immensely popular in the neighbourhood, that the townspeople declared a general holiday, decorated their streets and prepared to do honour to their distinguished neighbours. A thanksgiving service was held at the church, and then at the Town Hall, on behalf of the residents of the district, a service of plate and an address were presented to Admiral and Lady Luard amid great enthusiasm. The Admiral is celebrating the events in his own way too, for he is entertaining during the week all the poor and the children of Witham, as an act of thanksgiving. He was present at the storming of the Tyekotk Forts in China in 1841, and in consequence of his bravery on that occasion he was promoted. After that he served a sailor who had fallen from a boat into the sea, and later still took part in the expedition that destroyed 28 junks belonging to the piratical squadron of 'Chin-a-poo'. Subsequently he held various posts at home.

TREASURIES ON EARTH.

Miss Mary Vaughan, formerly of Hangchow, but recently of Brighton has left over £18,000. She had lived for some time on the South Coast, but for twenty years she was a Church Missionary Society worker in Mid-China. She left £1,000 to the British and Foreign Bible Society, £100 to the C.M.S. Hospital at Hangchow, her house at Hangchow for the use of the Mid-China Mission, and subject to bequests amounting to about £8,000, the residue of her estate to the Church Missionary Society for Africa and the East. The amount of the estate I have named is exclusive of her property abroad.

A name which I believe is well known in shipping and other circles in the Far East is that of Reginald George F. Pinkham, second son of Captain James Pinkham. Mr. Pinkham was only 25 years of age, and when he fell ill recently he was ordered into St. Thomas Hospital, where his death came suddenly and unexpectedly at the end of the week.

MUKDEN CONTRACTS.

There is keen competition in Europe to secure orders for the machinery and appliances for the hospitals to be erected by the Japanese at Liao-yang, Mukden and Teli. The most important of these establishments will be at Mukden, where also the British government will erect a well equipped set of Consular buildings. The German makers of hospital appliances have equipped some Russian hospitals in the Far East already and are pressing upon the Japanese the argument that, by close observation in regard to these, they have obtained special knowledge of the requirements and are therefore especially capable to carry out orders. In spite of this there is hope among the British manufacturers to secure at least some of the business.

SHIPPING RINGS SAFE.

The work of the Commission on Shipping Rings is drawing to a close and I hear that the report will be ready for Parliament to consider by the Autumn. I learn from a gentleman concerned in the Eastern Conference that the report is not likely to be very drastic and in any case is likely to be inoperative, for Parliament will not be disposed to meddle with the present arrangements, in view of the pressure of legislative matters before the attention of the Cabinet.

MERCANTILE BANK OF INDIA.

The 15th annual meeting was held at Winchester House. Mr. R. J. White, who presided, moved the adoption of the report. He observed that the year under review was an eventful one. It opened with considerable promise, but a very marked change came over the aspect of affairs in the latter half of the period. During that time business became difficult, and consequently there was a shrinkage in the margin of profit. The adverse balance of trade which India was now experiencing would sooner or later affect itself, but for the time being the activity to which they had been so long accustomed had received a check, and the outlook was not quite as bright as one could wish. A good monsoon would, however, go a long way towards removing this uncertainty. They could only hope in the next few months to receive reassuring news of good and reasonable rains. Notwithstanding these adverse influences, it was gratifying to the board to be able to place before the shareholders a statement showing continued prosperity and steady progress. After providing for all bad and doubtful debts, and for a bonus to the staff, the net profit for 1907 was £80,329 compared with £71,363 for 1906. Adding the amount brought forward, they had £2,04,351 to dispose of. The directors proposed to continue their policy of strengthening the bank's position, and with that object to transfer £40,000 to the reserve fund, bringing it up to the substantial figure of £210,000. They recommended the payment of a final dividend 6 per cent. on the "A" and "B" shares, making 6 per cent. for the year, leaving £34,601 to be carried forward, compared with £20,051 brought forward. An inspection was being made of the various branches, and so far as it had been completed it was entirely satisfactory. Mr. J. A. Mainland seconded the motion, which was adopted.

TENNIS CHAMPION.

EUSTACE MILES AGAIN BEATEN.
BY MR. J. Y. GOULD.

Mr. Jay Gould scored a success last month at the New York Tennis Club in his match against Mr. Eustace Miles, and retained the International Amateur Championship which he won from Mr. Miles last year at the Queen's Club in London. In the finals Mr. Gould won by three to one, the score being 6-2, 6-4, 6-6, 6-3.

Both men were in excellent form, but the American, if not in better condition, certainly exhibited much more vigour in his play, and by means of his high overhead service and peculiar wrist play, managed to pile up the score against his adversary.

The experts were almost equally divided, as Mr. Miles in his play with Mr. Whitney and Mr. Sands during the week had put up a magnificent game and won his sets with great ease. As these two men are probably the next best amateur players to Mr. Gould in the country it was thought that the American champion would have even a stiffer fight.

Both Mr. Miles and Mr. Latham criticised Gould's play, which the former thinks wins victories at the expense of style, while Mr. Latham does not like his wrist stroke. They both admit that Gould has immensely improved since he won the championship. They promised him, however, a hard fight when he comes to England to defend it.

Mr. Jay Gould announces that in view of his defeat of Mr. Eustace Miles he will probably go to England in May to give Mr. Miles an opportunity to regain the tennis championship of Great Britain.

WATER RETURN.

Level and storage of water in reservoirs on the 1st May. City and Hill District Water Works.

LEVEL. 1908.

Below overflow. Below overflow.

Tytan 30 ft. 19 in. 5 ft. in.

Tytan Bywash 21 ft. 5 in. 24 ft. 5 in.

Above overflow.

Tytan Intermediate n/a. 0 ft. 6 in.

Below overflow. Below overflow.

Pokfukam 10 ft. 6 in. 8 ft. 5 in.

Wongneichung 13 ft. 2 in. 13 ft. 4 in.

Storage Gallons. 19,719,000 1908.

Tytan 178,349,000 129,510,000

Tytan Bywash 1,993,000 898,000

Tytan Intermediate n/a. 198,29,000

Pokfukam 43,220,000 48,4,000

Wongneichung 15,48,000 15,320,000

Total 239,033,000 302,430,000

CONSUMPTION OF WATER IN THE CITY AND HILL DISTRICT DURING THE MONTH OF APRIL

1907. 1908.

Consumption ... 99,318,000 130,004,000 gallons

Estimated population 236,100 206,610

Consumption per head per day 14.0 20.2 gallons

Intermittent supply by Rider mains during the whole of April 1907. Constant supply in all districts during the whole of April 1908.

The return of consumption is subject to error owing to the difficulty of accurate measurement whilst the extension works at Albany Filter Beds are in progress.

KOWLOON WATER WORKS.

LEVEL. 1908.

Kowloon Gravitation below overflow Reservoir nil. 29 ft. 4 in.

Storage Gallons. 1907. 1908.

Kowloon Gravitation Reservoir nil. 116,06,000

CONSUMPTION OF WATER IN KOWLOON DURING THE MONTH OF APRIL

1907. 1908.

Consumption ... 17,150,000 21,009,000 gallons

Estimated population 82,450 82,500

Consumption per head per day 7.0 8.4 gallons

The Government Analyst reports that the water is of excellent quality.

Public Works Department.

W. CHATTAN,
Water Authority.

JAPANESE AND FOREIGN BUSINESS MEN.

INTERESTING SPEECHES IN TOKYO.

During a dinner given in Tokyo by the Tokyo Chamber of Commerce to members of the Yokohama Foreign Board of Trade some interesting speeches were made.

Mr. Nakano, President of the Tokyo Chamber of Commerce, gave an address of welcome to the guests, Mr. V. R. Bowden, Chairman of the Yokohama Foreign Board of Trade speaking in response. In the course of his remarks Mr. Bowden said: "Hitherto there has not been, I regret to say, much unanimity of effort between the Foreign and Japanese Chambers of Commerce, but as a beginning has now been made in this direction, I hope that in time to come we may be found working side by side in all matters affecting our mutual interests. By combination in many matters we could much to smooth over those little difficulties which crop up, much too frequently, between the individual members of our respective Chambers, and so further assist in bringing about that good understanding and friendly intercourse to which you have so kindly alluded in your speech."

Mr. C. V. Sal, ex-Chairman of the Yokohama Board, in the course of an excellent speech said:—

"It is, indeed, a great pleasure to note the activity of Mr. Nakano and the members of the Chamber of Commerce in the support of measures to consolidate the peaceful sources of the national strength, and I am sure that everyone will appreciate the benevolent desire of the President of this powerful institution to bring about international peace, and a recognition of the grand principle that the peoples of the whole world are brethren one to another. There is no doubt that the future prosperity of the nation is coming more and more into the hands of the men of business. By giving or withholding their financial support they can decide for War or for Peace; by promoting or obstructing the exchange of products whether natural or manufactured, they

can increase or decrease the sum of human comfort and happiness. I read a few days ago of an old writer who thanked God for having placed the waves of the Ocean between distant countries to enable the nations to come together and to gather like brothers round the paternal table. This sentiment, expressed so many hundreds of years ago, is just as correct to-day as it was then. The sea, free to all, undisturbed by any imaginary lines of national jurisdiction, has been and is the greatest factor in developing the idea, now slowly taking possession of mankind, that mutual goodwill is necessary for all true progress; that all peoples and nations are neighbours, each dependent on the other for their prosperity and welfare.

"It is true that nations still continue in the mad race for armaments, but even in that respect the Chambers of Commerce have it within their power to bring about an improvement. When a case of plague is discovered in Japan, flora

are immediately made not only to cure the patient but to discover and remove the source of contamination. The present cry all over the world, for letters and larger navies is a disease far more dangerous to mankind than any plague. It is the duty of business men to discover and remove the cause of this disease.

Is not, if not in all cases, it will be found in the jealousy and fears which arise regarding commerce, jealousies and fears due to obstacles placed by Governments in the way of a free and fair exchange of products, sometimes by protective tariffs and sometimes by subsidies, always by arrangements intended for the selfish benefit of some one set of people?

"I think of how you will Free-trade is the great Peacemaker. The different provinces of Japan, which formerly were at war with each other, have been combined in one homogeneous Empire by the operation of free trade between the different provinces. The same is true of the German Empire. The United States owes her prosperity to the operation of free-trade within her borders. On the other hand, the recent collapse in credit in that country, the effects of which are being felt so severely all over the world around, was in a large measure due to the protective tariff which prevented that healthy competition so necessary as a check to over-expansion and reckless trading.

"Great Britain is undoubtedly a prosperous country, and her security—a grating up of small islands on the border of an immense continent, may be said to rest upon the free market which she offers to the products of every country, thus putting into automatic action an alliance between all the Powers to prevent any one of them closing up this outlet for their manufacturers.

"Japan's position relative to Asia is similar to that of Great Britain relative to Europe, and the more I think of it the more strongly I feel that, as in the case of Great Britain, the policy of Free-trade is the only policy suited to the real success and the peaceful progress of Japan."

"The out-spoken declaration of an out-and-out Free-trade policy would remove at once nine-tenths of the criticism at present directed against Japan, and, instead of the present double and fears to the future, would bring into operation a universal desire to see her territories and influence maintained intact.

"Sir David Barbour: Might there not be trades where the merchants are weaker, and would not he able to hold his own against the conference? There might be in some cases.

"Do you think the system of deferred rebates is really of much advantage to the conference? There would be great difficulty in working that, because there would be no power to compel the shipowner to send his vessel to sea if he could not get a freight he wanted. I think the merchant is fairly well able to take care of himself.

"The Chairman: I think you will find that shipowners would be liberty to raise rates without the consent of shippers and merchants?—I do not know how the consent is going to be obtained.

"It has been suggested that a committee should be formed, and that in the event of dispute the matter should be referred to arbitration.

"The Chairman: That is how I think it will be. The difficulty is that the parties concerned will be in a position to make it difficult to get a committee to agree to arbitration.

"The Chairman: I think I am expressing the opinion of the Commission when I say the strongest objection which has been urged against the deferred rebate is that it is partial?

"Can you suggest any modification which would remove what at first sight appears to be a serious evil and disadvantage?—I do not see how you are to go to work unless you have some hold on the shipper.

"And that could not be effectively secured except by deferred rebates?—I would not go so far as to say it might not be possible to work out a system. If only a single company was concerned the position would be different.

We should be extremely indebted if you would consider the matter, and at a later date suggest any system which would do away with the permanence of the fetters now imposed.

Certainly.

In reply to further questions, witness stated that abolition of deferred rebates might put British shipping in an awkward position as compared with that of Germany. In the case of the tea trade, he explained that they had the security that tea could not be shipped by other than the conference lines. There was a discount which gave a hold on some of the merchants for about six weeks. He had heard of no dissatisfaction among tea merchants.

The Commissioner, after hearing further evidence from Sir James Mackay in private, adjourned till after Easter.

SHIPPING "RINGS."

BRITISH TRADE WITH INDIA.

The Royal Commission on Shipping "Rings" turned its attention once again to the Eastern trade. The Right Hon. Arthur Cohen, K.C.O., presided.

Sir James Mackay, a director of the British Steam Navigation Company, described the sailings to India maintained by the conference lines, and said it gave approximately 385 sailings per annum. In the absence of some agreement between the shipping companies in regard to rates of freight the conditions of trade would be more or less static. The conference lines despatched their vessels on regular dates, whether full or not.

The Chairman: The Eastern conference has been subjected from time to time to attacks by other companies?—Yes. In nearly every case where an attack has been made the attacking party has been successful in getting into the conference, and, having achieved its desire, it has, as a rule, been more anxious than the other members of the conference to raise rates, so as to recoup itself for the loss sustained in making the attack.

How was it they succeeded in getting in?—I suppose they rather worried us by knocking down rates.

As far as I am concerned, I see no objection to an agreement among shipowners as to rates of freight and sailings. But deferred rebates are another matter altogether?—It would be impossible for the shipping companies to maintain their position without some arrangement of the sort. The Eastern conference does not refuse cargo from shippers who do not conform to the whole of their shipments to its standards. All it does is to say, "if you give us all your shipments for a specific time we will, once in every four or six months, make you a return in the shape of a discount." I cannot think it unreasonable that they should such protect themselves, or that the action is such as to call for Parliamentary interference

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW

THE Company's Steamship

"HAITAN."

Captain J. S. Rose, will be despatched for the above Ports on FRIDAY, the 15th inst., at 11 A.M.

For Freight or Passage apply to DOUGLAS LAFRAIK & CO., General Managers.

Hongkong, 12th May, 1908. 831

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th May, 1908. 8

HAMBURG-AMERICA LINIE.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship "SCANDIA."

Capt. von Dohren, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINIE,

Hongkong Office.

Hongkong, 11th May, 1908. 830

S.S. "ERNEST-SIMONS."

COMPAGNIES DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex "Dordogne" from Havre ex ss. "Ville de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goodarmaning unclaimed after MONDAY, the 18th May, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th May, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 18th May, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 11th May, 1908. 12

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT is now ready and contains:-

Epitome of the Week's News.

Leading Articles:

The Legislative Debate.

Disranked Missionaries.

Chinese Soldiers.

Shares.

Rotundities and Railways.

U.S. Treasury.

Some Opium History.

Shipping on the China Coast.

Correspondence.

Mr. Upton's Speech.

The Bill to Amend the Public Health and Building Ordinance.

Sanitary Law Appeals.

New Public Health and Buildings Bill.

The Anti-Opium Crusade.

The Japanese Disaster.

Registrar-General's Report.

Italian Convict.

Supreme Court.

Board of Trade Supervision.

Companies:

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The National Bank of China, Ltd.

Watkins-Limited.

Swatow's New Post Office.

Tientsin Street.

Shanghai Race Meeting.

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or \$1 Cash for three copies.

Subscription \$12 per annum, payable in advance; postage \$2.

Hongkong, 12th May, 1908.

NEW ADVERTISEMENT



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"TRISTESE."

Capt. N. Chersich, will leave for the above places on MONDAY, the 18th inst., P.M.

This Steamer has capital accommodation for passengers, electric light, and carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents.

Prince's Building.

Hongkong, 11th May, 1908. 3

AUCTION.

SHANGHAI HORSE BAZAAR (Tel. Ad. "HESTEROV.")

M R. H. E. KEYLOCK has received instructions to SELL BY PUBLIC AUCTION TO-DAY (TUESDAY), May 12.

THE POST FAMATINA.

(Winner of the Shanghai Derby in 3.112 m.)

Shanghai, 8th May, 1908. 827

FOR SALE.

STAMPS FOR SALE.

A COLLECTION of 3,600 USED POSTAGE STAMPS of Various Countries, some very rare specimens. Can be seen by arrangement at the

KOWLOON BOOK STALL,

Kowloon.

Hongkong, 8th May, 1908. 817

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... 895

2,000 " do " 815

1,600 " do " 825

1,000 " do " 810

ARTISTIC POSTCARDS,

MECHANICAL ANIMALS,

STAMP, POSTCARD AND BIRTHDAY ALBUMS.

And all Other Philatelic Goods.

GEACA & CO., Agents.

Hongkong Hotel Corridor.

Hongkong, 8th May, 1908. 645

LADIES, PLEASE NOTE!

REMOVAL SALE.

EVERYTHING must be cleared, even at

RUINOUS PRICES, prior to our REMOVING to New Premises. FO3 CASH ONLY.

Now is the time for you to secure GENUINE BARGAINS.

Please call and see for yourself.

HOOSAIN-ALI & CO.,

25, Queen's Road Central,

Under Hongkong Hotel.

Hongkong, 1st May, 1908. 651

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CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.

A LADY OPERATOR is required for

Kowloon Exchange. Must reside in

Kowloon and be able to speak English and Chinese. Apply personally at the Company's Hongkong Office in Duddell Street between the hours of 10 and 11 A.M.

Hongkong, 9th May, 1908. 822

HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the Club House on

THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 30th April, 1908. 780

NOTICE.

A N EXTRAORDINARY GENERAL

MEETING of the Members of the

Club will be held in the CIVIC HOUSE on

THURSDAY, the 14th May, 1908, at 5.15 P.M., for the purpose set forth in the

Notice posted in the Hall of the Club.

By Order,

JAMES CRAIK,

Acting Secretary.

Hongkong, 30th April, 1908. 781

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAS. J. HALCOMBE

(Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," etc.)

THE VOLUME which consists of 461

Pages, and includes a Sketch Plan of historical interest showing the disposition of the forces at the battle of Kwinkin, is dedicated to Sir ROBERT HART, G.C.M.G. and Dr. A. RENNIE.

Its description of Chinese Social Custom

and Superstitions, combined with the insight it

gives into political conditions in China makes

"CHILDREN OF FAR CATHAY" an excellent

volume for presentation to friends at Home.

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NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENARTY,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Ltd., whence and/or from the wharves delivery may be obtained.

No Claims against the Steamer must be presented to the Undersigned on or before the 20th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th May, 1908. 807

NORDDEUTSCHE LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BUELOW," having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon whence delivery may be obtained.

Optical cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 5th inst., at noon.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M.

All claims must reach us before the 16th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHE LLOYD,
MELCHERS & CO.,
Agents.Hongkong, 5th May, 1908. 5
"INDRA" LINE LIMITED.

NOTICE TO CONSIGNEES.

From NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "INDRASAMIA" having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 13th inst., at 4 P.M. will be subject to rent.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before noon, to-day.

JARDINE, MATHESON & CO., LTD.
Agents.Hongkong, 7th May, 1908. 813
NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies).

NOTICE TO CONSIGNEES.

From BOMBAY AND SINGAPORE.

THE Steamship.

"CAPRI," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All claims must be sent to the Office of the Undersigned before noon on the 16th inst., or they will not be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 9.30 A.M.

No Fire Insurance has been effected:

CARLOWITZ & CO., Agents.

Hongkong, 7th May, 1908. 4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CEYLON" FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. J. ABBOTT,
Acting Superintendent.

Hongkong, 8th May, 1908. 1

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers' Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.

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BATTAN AND GRASS FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

594, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, 20th February, 1908. 401

SHIPPING.

ARRIVALS.

ALGER, French cruiser, 3,000, Fournier, 11th May—Shanghai 9th May.
AUSTRALIEN, French str., 3,543, H. Veron, 11th May—Shanghai 8th May, General Messageries Maritimes.
ERNEST SIMONS, French str., 2,890, R. Girard, 11th May—Marseille 12th April, Mails & General Messageries Maritimes.
GERMANIA, German str., 1,718, H. Lorenzen, 11th May—Singapore 4th May, General Josen & Co.

KAMAKURA MARU, Japanese str., 6,126, H. Fraser, 11th May—Yokohama 29th April, and Shanghai 8th May, General Nippon Yusen Kaisha.

KUEICHOW, British str., 1,215, G. Hooker, 9th May—Tientsin 3rd May, General Butterfield & Swire.

KUMERIC, British str., 4,005, F. S. Cowley, 10th May—Seattle via Ports, Japan and China, 31st April, General—Dowdell & Co.

KWEITUNG, British str., 11th May—Canton.

NANSHAN, British str., 1,122, Alan Jones, 11th May—Saigon 8th May, Rice—Bradley & Co.

OCEANO, British str., 10th May—Canton.

PANKAT, German str., 1,018, Joh. Wenzel, 11th May—Hankok via Swatow 10th May, Rice, Teak Squares & Salt—Norddeutscher Lloyd.

SCANDIA, German str., 2,855, W. v. Dobros, 11th May—Singapore 5th May, General—Hamburg-American Line.

TJIPANAS, Dutch str., 2,441, A. Pander, 11th May—Singapore 5th May, General—Java-China-Japan Line.

WAKAMINA MARU, Japanese steamer, 3,437, T. Yamawaki 10th May—Moto 5th May.

WAUTA MARU, Japanese str., 3,366, K. Hamada, 11th May—Australia 16th April, via Manila 8th May, Lead, Copper and Soap—Nippon Yusen Kaisha.

YUENSANG, British str., 1,128, P. H. Rose, 10th May—Manila 8th May, General—Jardine, Matheson & Co.

ZAFIRO, British str., 1,619, R. Rodgers, 11th May—Manila 9th May, Sugar and Hemp—Shewan, Tomes & Co.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE,
11th May.

Australia, French str., for Europe, &c.

Fochon, British str., for Ningpo.

Hoching, British str., for Coast Ports.

Kneiberg, German str., for Swatow.

Mausang, British str., for Sandakan.

Oceano, British str., for Hongkay.

Tjipanas, Dutch str., for Shanghai.

DEPARTURES,
10th May.

CHIYUEN, Chinese str., for Canton.

KUEICHOW, British str., for Canton.

PELHO, German str., for Canton.

11th May.

BOMBAY MARU, Japanese str., for Manila.

CAPI, Italian str., for Singapore.

CHINGTU, British str., for Australia.

ERNEST SIMONS, French str., for Shanghai.

HANGSANG, British str., for Swatow.

SHIPPING REPORTS.

The British str. Zefiro reports: Light to moderate N. S. W. to N. W. wind, smooth sea, fine clear weather.

VESSELS IN DOCK.

May 11th.

ABERGEE DOCKS.—

Kowloon Docks—Sorogon, Haiphong, Victoria, Fiume, Lung Tsing, H. N. S. Whiting, Admiral de Brumont, Liliu, Sui Tai.

COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING."

Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 12th May, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 8th May, 1908. 819

FOR SAN FRANCISCO.

THE Steamship

"CLAN MACMILLAN"

Will be despatched for the above Ports on

FRIDAY, the 15th May, at 5 P.M.

For freight apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 12th May, 1908. 702

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

will be despatched for the above Ports on

or about TUESDAY, the 19th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 9th May, 1908. 723

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (DIRECT),

Caling, at Singapore, Penang,

Colombo, Bon Bay, Karachi,

Aden, Suez and Port Said.

Taking cargo at through rates to the Braziles,

to South Africa, Persian Gulf, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship

"CHINA,"

Captain Petris, will be despatched as above

on or about MONDAY, the 21st May.

This steamer has splendid accommodation for

passengers, electric light and carriage doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & CO., Agents.

Princes Buildings,

Hongkong, 30th April, 1908. 9

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & B&I	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, HAMBURG & ANTWERP	DENBIGHSHIRE	Brit str.	—	W. Hayward, R.N.D.	SHEWAN, TOMES & CO.	About 19th inst.
LONDON & CO. VIA USUAL PORTS OF CALL	OMANA	Brit str.	—	P. & O. S. N. Co.	On 16th inst. at Noon.	
ANTWERP & HAMBURG VIA SINGAPORE &c.	LYDIA	Brit str.	k. w.	P. & O. S. N. Co.	About 20th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Morar ...	On 16th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	Eckhoff ...	On 24th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	DORTMUND	Ger. str.	k. w.	v. Döhren ...	On 15th June.	
HAVRE & HAMBURG VIA STRAITS, &c.	AUSTRIALIS	Fr. str.	k. w.	Malchow ...	On 12th July.	
HAVRE & HAMBURG VIA STRAITS, &c.	VERON	Fr. str.	—	Veron ...	To-day, at 1 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	H. FRASER	Fr. str.	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight	
HAVRE & HAMBURG VIA STRAITS, &c.	F. E. COPE	Fr. str.	k. w.	NIPPON YUSEN KAISHA	On 27th inst. at D'Light	
HAVRE & HAMBURG VIA STRAITS, &c.	Ginstenbrück	Fr. str.	k. w.	HAMBURG-AMERIKA LINIE	On 28th June.	
HAVRE & HAMBURG VIA STRAITS, &c.	Brehmer	Fr. str.	k. w.	HAMBURG-AMERIKA LINIE	On 1st June.	
HAVRE & HAMBURG VIA STRAITS, &c.	E. Malchow	Fr. str.	—	MELCHERS & CO.	Beginning of June.	
HAVRE & HAMBURG VIA STRAITS, &c.	A. Petrie	Fr. str.	—	MELCHERS & CO.	On 20th inst. at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	SANDER, WIELER & CO.	Fr. str.	—	MELCHERS & CO.	About 25th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	SHEWAN, TOMES & CO.	Fr. str.	—	MELCHERS & CO.	About end of June.	
HAVRE & HAMBURG VIA STRAITS, &c.	CANADIAN PACIFIC R. CO.	Fr. str.	—	On 14th inst.	On 20th inst. at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	CANADIAN PACIFIC R. CO.	Fr. str.	—	On 4th June, at 4 P.M.	On 28th June.	
HAVRE & HAMBURG VIA STRAITS, &c.	DODWELL & CO., LTD.	Fr. str.	—	To-day, at 4 P.M.	On 16th inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	DODWELL & CO., LTD.	Fr. str.	—	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON YUSEN KAISHA	Fr. str.	—	NIPPON YUSEN KAISHA	On 15th inst. at 5 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON YUSEN KAISHA	Fr. str.	—	NIPPON YUSEN KAISHA	On 12th June, at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	MELCHERS & CO.	Fr. str.	—	MELCHERS & CO.	About 24th June.	
HAVRE & HAMBURG VIA STRAITS, &c.	BUTTERFIELD & SWIRE	Fr. str.	—	BUTTERFIELD & SWIRE	On 23rd inst. at 4 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	NIPPON YUSEN KAISHA	Fr. str.	—	NIPPON YUSEN KAISHA	On 23rd inst.	
HAVRE & HAMBURG VIA STRAITS, &c.	H. Homma	Fr. str.	—	JAVA-CHINA-JAPAN LINI	To-morrow, at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	H. Koops	Fr. str.	—	BUTTERFIELD & SWIRE	Quick despatch.	
HAVRE & HAMBURG VIA STRAITS, &c.	G. Hooker	Fr. str.	—	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	Dowson	Fr. str.	—	J. MILLET	To-day, at 4 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	F. Mooney	Fr. str.	—	JARDINE, MATHERSON & CO., LTD.	To-morrow at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	M. Newto	Fr. str.	—	SANDER, WIELER & CO.	On 18th inst. at 10 A.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	N. Nielsen	Fr. str.	—	MELCHERS & CO.	To-day.	
HAVRE & HAMBURG VIA STRAITS, &c.	V. Dohren	Fr. str.	—	JARDINE, MATHERSON & CO., LTD.	To-morrow, at 4 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	G. Christianssen	Fr. str.	—	BUTTERFIELD & SWIRE	On 28th inst. at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	N. Matheson	Fr. str.	—	BUTTERFIELD & SWIRE	On 21st inst. at 5 P.M.	
HAVRE & HAMBURG VIA STRAITS, &c.	D. Lenz	Fr. str.	—	MELCHERS & CO.	On 28th inst. at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	McArthur	Fr. str.	—	GIBB, LIVINGSTON & CO.	On 12th June, at Noon.	
HAVRE & HAMBURG VIA STRAITS, &c.	K. Homma					

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 14th May	Freight and Passage.
LONDON VIA USUAL PORTS	OCEANA	Noon, 16th May	Ses Special of Call.
LONDON AND ANTWERP	JAPAN	About 20th May	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MAERSKES	ANG. COLOMBO, PORT	Capt. C. T. Denny, E.N.E.	May

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 7th May, 1898.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HOIHOW and HAIPHONG	* SINGAN	On 12th May, 9 A.M.
MANILA	* TAMING	On 12th May, 4 P.M.
TSINGTAU, CHEFOO and NEWCHOW*	KWEIYANG	On 12th May, 4 P.M.
SHANGHAI	* KIUKIANG	On 13th May, 4 P.M.
CHEFOO and TIENTSIN	* KUEICHOW	On 19th May, 4 P.M.
YOKOHAMA and KOBE	* TSINAN	On 23rd May, 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

For Freight or Passage, apply to—

Hongkong, 12th May, 1898.

11

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
+ SHANGHAI VIA SWATOW, ("SHOSHU MARU")	TUESDAY, 12th May,	
AMOY and FOOCHOW	Capt. M. NEMOTO	at 10 A.M.
TAKAO VIA SWATOW, ("FUKUSHU MARU")	WED'DAY, 13th May,	
AMOY and ANPING	Capt. T. Ito	at Daylight.
+ SHANGHAI VIA SWATOW, ("CHOSHUN MARU")	FRIDAY, 15th May,	
AMOY and FOOCHOW	Capt. Y. FUJINO	at 10 A.M.
* TAMSU VIA SWATOW, ("JOSHIN MARU")	SUNDAY, 17th May,	
AND AMOY	Capt. H. S. SMITH	at 9 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivalled Table and Fish on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 12th May, 1898.

T. ARIMA, Manager.

13

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Bills to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	HOMEWARD.
S.S. SCANDIA	12th May
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. LYDIA
S.S. ANDALUSIA	18th May
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SENEGAMBIA
S.S. DORTMUND	25th May
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. BRISGAVIA
S.S. DOETMUND	28th June
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. DOETMUND
For Further Particulars, apply to—	12th July

HAMBURG-AMERIKA LINIE.

Hongkong, 11th May, 1898.

12

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

KUDAT & SANDAKAN "BORNEO". Middle of May.

NAPLES, GENOA, ALGIERS, "PRINZ EITEL FRIEDRICH". Wed'day, 20th May. GIBRALTAR, SOUTHAMPTON, "PRINZ HEINRICH". About Wed'day and YOKOHAMA. Capt. P. GEORGE. 20th May.

MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE, "PRINZ SIGISMUND". Thursday, 21st May, at 5 P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th May, 1898.

**CHARGEURS REUNIS,
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.**

ALL ROUND THE WORLD LINE.

OUTWARD via SUZU:—Antwerp, Dunkirk, la Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinawato, (Peking Tientsin,) Kobe, Yokohama.

GENOA to HONGKONG in 30 DAYS.

NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland via Vancouver.

Passenger to Overland and Europe via Vancouver.

YOKOHAMA to VANCOUVER 13 DAYS

YOKOHAMA to LONDON and PARIS 26 DAYS

HOMeward via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

ADMIRAL MAGON ... 4th June = MALTE ... 12th Oct.

ADMIRAL EXELMANS 23rd July = CEYLAN ... 24th Nov.

OUESANT ... 27th Aug. = CORSE ... 11th Jan. 09

† No Passengers. + Intermediate Class and Rates of Passage.

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, splendidly equipped with single berth Cabins. All round the World Tickets by these boats.

For further Particulars, apply to

P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.

Hongkong, 9th May, 1898.

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONEY EXCHANGED.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
16, DES VIEUX ROAD,
436 HONGKONG.Japan Office:—
14, WATER STREET
YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.

ADMIRAL DE BROUARD, French str. 154.

Chalais, 22nd April—Haiphong 18th April.

Ballast—Wilks & Jacks.

ASA, British str. 232, Harry Gaukroper, 5th

May—San Francisco via Japan Ports and Shanghai 2nd May, Mails and General—

O & O. S. S. Co.

CARL DIERDRICHSEN, German str. 774, T.

Keyser, 10th April—Haiphong May 6th, and

Honshu 9th, Rice, Pig, and General—

Johens & Co.

CHIPOH, British str. 1,193, E. Mooney, 8th

May—Tientsin, Chefoo, Weihaiwei and

Swatow 28th April—General—Jardine,

Matheson & Co.

CHIYUEN, Chinese str. 1,177, C. Stewart, 9th

May—Shanghai 5th May, General—

Chinese.

CHOWTAI, German str. 1,115, W. M. Moller

May—Bangkok 24th April via Swatow

4th May, Rice—Butterfield & Swire.

CHUNSHANG, British str. 1,213, W. E. Sawyer,

6th May—Somaraya 26th April, Sugar—

Jardine, Matheson & Co.

DEN of SIRLE, British str. 3,271, Cumming,

10th April—Antwerp 10th February, and

Singapore 4th April, General—Messageries

Maritimes.

DUNBAR, British str. 1,901, A. R. Lee, 29th

April—Moji 23rd April, Coal—Shewan,

Tomes & Co.

EIGER, Norwegian str. 895, N. S. Nielsen, 5th

May—Bangkok 28th April, Rice—Chinese.

EMPEROR OF CHINA, British str. 3,045, R.

Archibald, R.N.E., 4th May—Vancouver,

B.C. 15th April, and Shanghai 2nd May,

Mails and General—C. P. R. Co.

FOOCHOW, British str. 1,227, J. Davies, 2nd

May—Chinkiang 26th April, General—

Butterfield & Swire.

GARIBOLDI, British str. 1,901, A. R. Lee, 29th

April—Moji 23rd April, Coal—Shewan,

Tomes & Co.

EGER, Norwegian str. 895, N. S. Nielsen, 5th

May—Bangkok 28th April, Rice—Chinese.

EMPEROR OF CHINA, British str. 3,045, R.

Archibald, R.N.E., 4th May—Vancouver,

B.C. 15th April, and Shanghai 2nd May,

POST OFFICE NOTICE

The day of departure from Shanghai of the weekly steamer carrying the Trans-Siberian mails to Vladivostok has been changed from Friday to Tuesday. The usual mail steamer from Vladivostok should arrive at Shanghai, on Sunday in future instead of Wednesday.

The *Mongolia*, with the American mail is due to arrive at this port to-day, at 2 p.m. The *Delta*, with the English mail of the 17th April left Singapore on Friday, the 8th instant, at 6 p.m., and may be expected here to-morrow, at 7 a.m. This packet brings replies to letters despatched from Hongkong on the 17th March, and the parcel mails closed in London for despatch by the air sea route on the 8th April and for despatch overland on the 15th April.

FOR	FROM	DATE
Bangkok	Eiger	Tuesday, 12th, 8.00 A.M.
Holbow and Haiphong	Singan	Tuesday, 12th, 8.00 A.M.
Swatow, Amoy and Foochow	Haching	Tuesday, 12th, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Shouku-Maru	Tuesday, 12th, 9.00 A.M.
Shanghai	Tippanas	Tuesday, 12th, 10.00 A.M.
Feiho	Carl Diederichsen	Tuesday, 12th, 10.00 A.M.
Haiphong	Germany	Tuesday, 12th, 10.00 A.M.
Amoy		

EUROPE, &c. India via Tuticorin
(Late Letters 11.00 A.M. to Noon, Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

	Australia	DATE
Chontai		Tuesday, 12th, 1.00 P.M.
Macao		Tuesday, 12th, 1.15 P.M.
Shanghai, Yokohama and Kobe	Scandia	Tuesday, 12th, 2.00 P.M.
Singapore, Penang and Calcutta	Kumang	Tuesday, 12th, 2.00 P.M.
Taiping		Tuesday, 12th, 3.00 P.M.
Taming		Tuesday, 12th, 3.00 P.M.
Tungo Maru		Tuesday, 12th, 3.00 P.M.

	Asiatic	DATE
Singapore, Colombo and Bombay		Tuesday, 12th, 4.00 P.M.
Swatow, Amoy, Ningpo and Taikoo	Pukuslu Maru	Tuesday, 12th, 5.00 P.M.
Singapore, Penang and Colombo	Kanakura Maru	Tuesday, 12th, 5.00 P.M.
Nagasaki, Kobe and Yokohama	Yamata Maru	Tuesday, 12th, 11.00 A.M.
Swatow, Chefoo and Tientsin	Chipehwa	Tuesday, 12th, 11.00 A.M.
Macao	Sui An	Tuesday, 12th, 1.15 P.M.
Shanghai	Kinkang	Wednesday, 13th, 3.00 P.M.
Shanghai	Chinsang	Wednesday, 13th, 3.00 P.M.
Manila, Cebu, Boston and New York	Satsuma	Thursday, 14th, 11.00 A.M.
Macao	Sui Tai	Thursday, 14th, 1.15 P.M.
Swatow, Amoy and Foochow	Swatow	Friday, 15th, 10.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth & Fremantle	Kuonno Maru	Friday, 15th, 11.00 A.M.
Macau	Sut Tai	Friday, 15th, 1.15 P.M.
Manila	Yunmang	Friday, 15th, 3.00 P.M.
San Francisco (direct)	Cian Macmillan	Saturday, 16th, 4.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)

MANILA
Manila, Kobe, Yokohama, Victoria, E.C. & Seattle, Kumeric

BY ROYAL WARRANT.

THERE IS NONE BETTER.

CANADIAN CLUB

WHISKY

TO BE HAD AT

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

38

FOR PROTECTION

of the bottoms of Cargo-Boats, Dredgers, Lighters, Junks, of Flies, Wharf and Dock-Timbers, i.e. of any kind of Woodwork temporarily or permanently submerged in Sea-Water; as well as for Protection of all exposed Woodwork

USE ONLY

KENNON'S TEREDO-PROOF

AND

WOOD-ARMOR PAINT



a peerless Wood Preservative and insulable Paint, gives in Sea-Water ABSOLUTE PROTECTION against the TEREDO and all other Marine-Pore-Worms; will make Exposed Wood proof against the ATTACKS of the WHITE ANT, etc. It can be applied by ordinary unskilled labour.

For price and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow, General Agents for the East.

1547

PASSENGERS ARRIVED

Per *Incansay*, from Manila, Messrs. H. Singer, Scruby, Federick, Dunning, Hutton and Carroll.

Per *Zafiro*, from Manila, Judge and Mrs. C. H. Smith, Mr. B. Lytton, Surgeon J. F. Coyne, Messrs. S. Seaton, Antonio Carron, G. H. Rousse, A. W. Richard, J. Cook, J. Luttringer, E. R. Swift and Martin.

Per *Ernest Simons*, for Hongkong, from Singapore, Miss G. Deluya Dr. Seuer, and Mr. P. Mackie; from Saigon, Mrs. Benneker and son, and Mr. Schneider and 3 children; Messrs. Th. Jason, Jenon Gilson, Bourrigar, Pericot, Esnon, P. Boyean, Le Pendu, Le Fouquet, Basset, Tadoret, Legras, Firion and Louis Metmeur.

Per *Yawata Maru*, from Australia, &c., for Hongkong, Mr. and Mrs. C. H. Hathaway, Mr. and Mrs. S. Kodera, Dr. Davidson, Messrs. C. M. Bromley, O'Connor, F. Jones, T. W. Scott and J. Sakurai; for Nagasaki, Mr. and Mrs. E. Omatsu, and Mr. W. Blank; from Singapore, Messrs. R. D. Webster, Mitamako and Gomi; for Yokohama, from Mareilles, Mr. and Mrs. Yamada and 3 children, Messrs. Staleoff, Fitchett and Takatsura; from Port Said, Mrs. Luss, Messrs. Papas and Savias; from Colombo, Major A. Hutsby, and Captain Turinwill.

Per *Australis*, for Hongkong, from Yokohama, Messrs. Silva and Stratton; from Kobe, Mr. Molinier; from Shanghai, Mr. and Mrs. Meyer, G. Flecker, F. J. Johnson, A. Hutchinson, H. Kenway, P. Meyer, J. Fay, G. R. Meyers, G. Turnbull and F. Sachi.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

May 11th.

ON LONDON.—
Telegraphic Transfer 1.9
Bank Bills, on demand 1.91
Bank Bills, at 30 days sight 1.91
Bank Bills, at 4 months' sight 1.91
Credits, at 4 months' sight 1.91
Documentary Bills 4 months' sight 1.91

ON PARIS.—
Bank Bills, on demand 2.02
Credits, at 4 months' sight 2.02

ON GERMANY.—
on demand 1.79

ON NEW YORK.—
Bank Bills, on demand 2.21

ON BOMBAY.—
Credits, at 60 days sight 4.41

ON CALCUTTA.—
Telegraphic Transfer 1.92

Bank Bills, on demand 1.92

ON SHANGHAI.—
Bank, at sight 7.41

Private, 30 days' sight 7.53

ON YOKOHAMA.—On demand 8.6

ON MANILA.—On demand—Pesos 8.61

ON SINGAPORE.—On demand 1.95 p.c.p.m.

ON BATAVIA.—On demand 1.68

ON HAIPHONG.—On demand 3.72 p.c.p.m.

ON SAIGON.—On demand 3.90 p.c.p.m.

ON BANGKOK.—On demand 3.81

SOBEY'S, Bank's Buying Rate \$11.20

GOLD LEAF, 100 fine, per tael \$18.75

BAI SILVER, per oz. 24

SUBSIDARY COINS.

per cent.

Chinese 20 cents pieces \$8.15 discount

10 " 8.75 "

Hongkong 20 " 7.40 "

10 " 7.95 "

OPPIUM.

May 11th.

Quotations are—

Malwa New \$900 per picul.

Malwa Old \$1000 "

Malwa Older \$1020 "

Malwa V. Old \$1060 "

Persian fine quality \$800 "

Persian extra fine \$885 "

Patna New \$1192 per chest.

Patna Old \$1142 "

Bennes New \$1142 "

Bennes Old " "

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Mongolia*, is due to arrive

at this port, from San Francisco via Honolulu, Japan ports and Shanghai to-day at 2 p.m.

The new T.K.K. str. *Tenyo Maru* will sail

from Yokohama for this port direct on the 16th,

and is due to arrive here on the 21st inst.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this

port on the 8th inst. at 5 p.m., with the outward

English Mail, and is due here to-morrow at about 7 a.m.

THE GERMAN MAIL.

The I.G.M. str. *Marina* left Sydney on Tues-

day the 5th inst., and may be expected

here on or about Wednesday, the 27th inst.

MERCHANT SHIPS.

The Japanese str. *Shinsyu Maru* left Meiji

on the 5th inst. for this port, and is due to arrive

here to-day.

The str. *Satsuma* left Shanghai on Saturday

morning, the 8th inst., and may be expected

to arrive here this morning.

The M.M.C. str. *Cargo Boat Minami* from

Europe left Singapore on the 7th inst. at 4 p.m.,

and is expected to arrive here this afternoon.

The N.Y.K. str. *Ramon Maru* (Australian Line) left Nagasaki for this port on the 8th

inst., and is expected here to-day.

The N.Y.K. str. *Yoshio Maru* (Bombay Line)

left Singapore for this port on the 8th inst.,

and is expected here to-day.

The N.Y.K. str. *Aki Maru* (American Line)

left Kobe for this port via Moji and Shanghai

on the 8th inst., and is expected here on the

17th inst.

The C.P.R. str. <i